

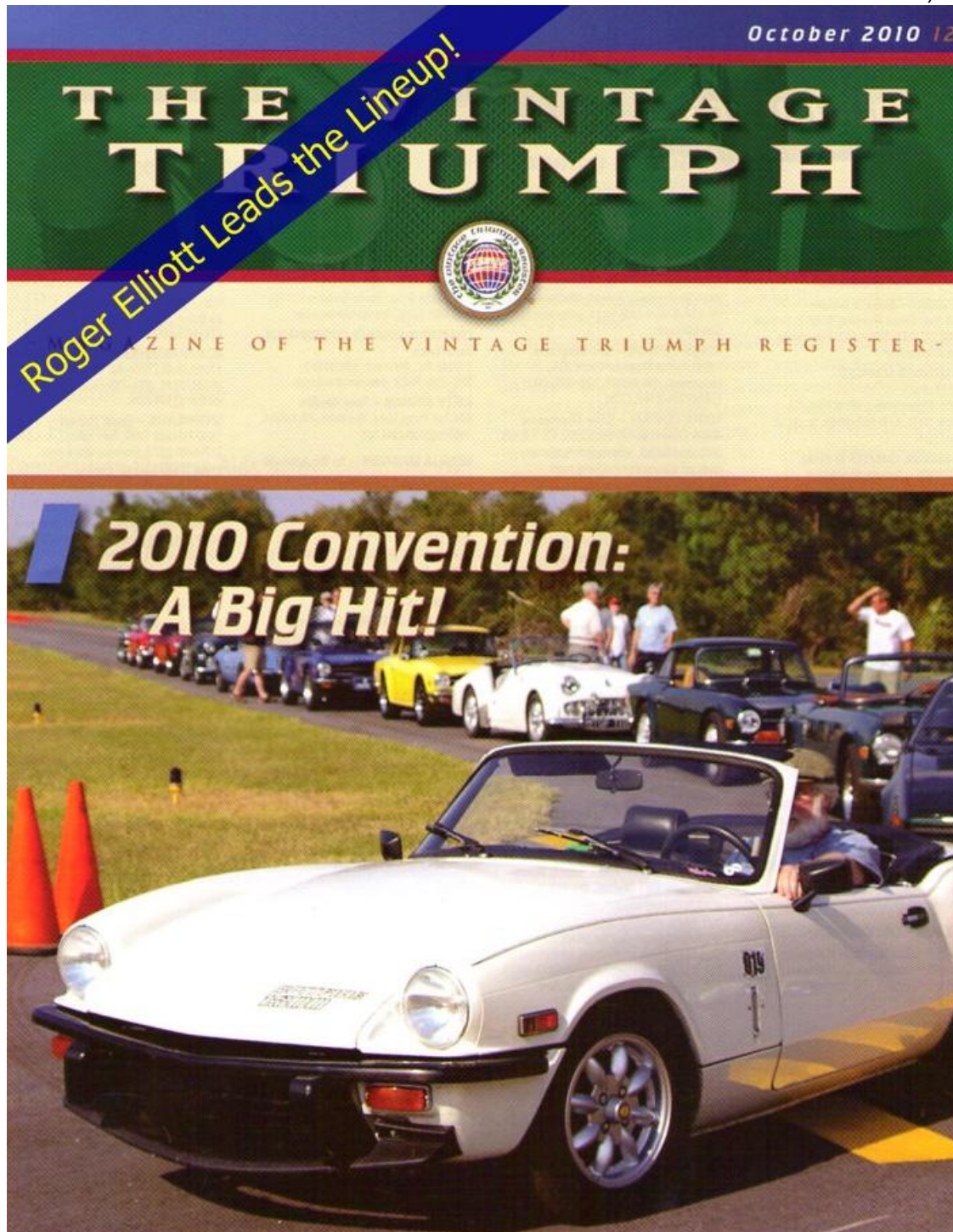


TR TIMES

The bimonthly newsletter of the Kansas City Triumphs Sports Car Club

Volume 33 - Number 2

March 15, 2011



Chapter of the Vintage Triumph Register
<http://kansascitytriumphs.com/>



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Directors Drippins XXII

It's hard to believe that it is already the second week of March. I think we are going to make it to spring. Our front yard was full of robins this afternoon. They began arriving about 3 or 4 days ago. The weather has only made us cancel one event so far. We had to put the visit to Huber Construction off until the 31st. Cynthia has worked hard getting it set up, don't miss it. Last Friday several of us went on the Smith Electric Truck tour. I have the information on how to set it up if more of you would like to go later on. Chip has been updating the web site and has the 2011 schedule of events posted, and is updating everything else, check it out.

We announced that if you didn't pay your dues you wouldn't get the newsletter. The directors have discussed this and decided to continue to send it to everyone that was on the list last year. Chip is adding a way for you to unsubscribe if you don't want the newsletter. I don't have the capacity or smarts to do that on the notices I send out. If you don't want to be notified just reply and let me know and I will get you off my list.

We wanted to let you know that if you did not renew your membership you will no longer get the discount (10%) from Victoria British. You are still welcome to the club events but for certain events you will have to pay a small charge, where the group is providing the meat, pancakes or admission to different events. The other day Laraine had Oprah on; I don't want you thinking I watch it all the time. Oprah's topic on this day was happiness. She had all her Gurus on the subject. One of them mentioned that they had determined that if you went to one meeting a month with a group of people you enjoyed, it was more meaningful to your happiness than a raise in pay, and so if you have the winter blues come to club night out and get happy! We are a chapter of The Vintage Triumph Register, and have been since the group was formed. VTR is providing the server now for our website (free) and provides us with very reasonable insurance for the group functions. If you are traveling in your Triumph they have a list of people across the country that will provide you help on the road free. We also provide your name tags and a full schedule of events through the year.

Several of us are planning on attending the Regional in Texas next month. It is being held in the hill country at a time that is really beautiful, the blue bonnets and Indian paint will be at their prime. In August the VTR will be held at Breckenridge, another great place to visit. Let me know if you are going and we can caravan.

Roger Elliott made the cover of the last Vintage Triumph Magazine, a first for our group. Be sure and congratulate him when you see him, ask him if he has a story to tell about it. Pat and Roger have gone from coast to coast the last 2 years going to the VTR. Be sure and read their story in the newsletter. Breckenridge will seem like a short drive to them this year. In 2012 the VTR is being held in Houston.

Let's get and keep those cars on the road.

Jack

Editor's Notes

Thanks to Kyle Kercher for his artwork for the rechristening of the Kansas City Triumphs Sports Car Club newsletter. When I looked at Jack's Drippin's I saw that he wrote about spring being on the way.. as I sit here, 'they' (damn 'them') are predicting 1-3" of the white stuff. I'm glad I didn't put the shovel away but believe me I want to get back on the road. At least we have some nice weather this weekend. Pam and I drove up to Weston and spotted a red TR3 on Main St, so some folks are getting out and about when they can.

Member Michael Robins would like some help from the clubs experts. He writes:

"My Triumph was delivered last week. It was in such poor condition that I returned it. The owner of the shop in Rolla wants me to visit

prior to it being redelivered. I would some one to go with me , as it is better for more than one person to inspect the care. I will pay all expenses. "

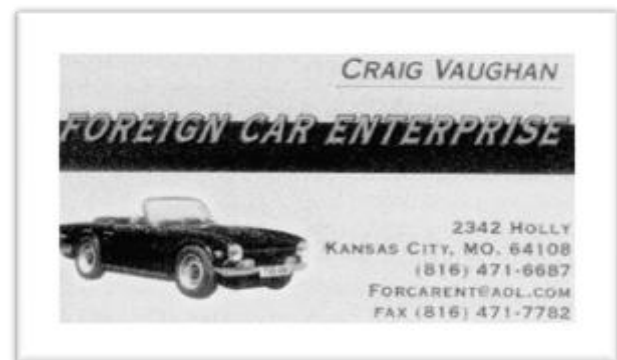
If you can help Michael out, his email address is: stjoe michael@yahoo.com.

Remember, as a member, you can use the newsletter for free classified ad, just let me know when I send out a call for submissions.

I have put the annual schedule up on the web page. There is a copy included in this newsletter, but the web page should be current.

Thanks again to all of our contributors and advertisers!

Chip



One Triumph Spitfire, Two people, 11 States, 15 Days, 2,973 Miles

Days 1 and 2

Starting mileage was 98,815



With the trunk loaded and ready to leave, there was space for more – maybe not



much, but at least it was not jam packed.

On the first day we started from Kansas City, drove through St Louis and ended up at Metropolis, IN. We visited the Superman statue and had our picture taken by a couple on bikes. They were traveling around the area visiting festivals. They had been to 15 events in the space of the weekend.



We drove south across Kentucky on I24 to Nashville, Tennessee. Then we headed west on I40 through Tennessee toward our goal for the night -Great Smoky Mountain National Park.

The Spitfire was running fine as we passed a chrome bumper MGB and waved at them. We pulled in to a rest stop – one that is about 1 mile long. As we were walking up to the building we noticed the MGB pulling into the parking lot. Next to the Spit. They waved us down and we stopped and talked to the couple. The woman accused us of blowing by them (no way I would do that!). They were on the way back to South

Carolina after attending a British car show in Nashville.

Here we are with Superman in Metropolis.

A little before we got to Knoxville, we got off the interstate to consider taking a smaller – curvier road to Gatlinburg. As it was getting near dusk and it was still a long ways to go, we decided to stay with the Interstate. We filled up with gas at an old roadside gas station\restaurant\grocery store that probably dated from the 60s. Then we got back on the Interstate.

Within 20 miles, the Spitfire lost overdrive and started running rough. Scenarios started running through my mind – Did we get bad gas? - Was there an electrical problem of some kind? - Were the problems related?

We thought that the problems were unrelated and that we probably got bad gasoline. The timing of buying gas and the stumble just seemed too coincidental; but, not for a LBC maybe. So we continued on our way stopping to get gas and Heet frequently to try to dilute any water that might be in the fuel. It did not seem to help, but we made it to Gatlinburg and found our hotel close to the park.

Days 3 and 4

After some consideration, Pat and I decided that the rough running was either the gasoline or bad plug wires. There was a NAPA store in the phone book and they could have a set of wires for me the next day. Meanwhile, an inspection under the hood found that two of the four bolts that hold the air cleaner housing on were sheared off. Aha! I thought this might be the problem. We found a hardware store and purchased four new grade-8 bolts. They did not make any difference in how the car ran – roughly, and more than normal-Triumph roughly.

We headed to the Great Smoky Mountains National Park Visitor's Center. It was packed, as this was one of the busiest times of the year with people trying to catch the trees changing colors.

We found Greenbriar, which is an area of the park that seemed to be out of the way and less crowded. It was a beautiful area without the crowds of the main park. We drove, walked and took pictures.

Later I found a used rotor and distributor cap in the trunk that were in much better shape than what was on the car. So I installed them, solving the stumbling problem; not the gas after all.

If you find yourself in Gatlinburg, you should eat at Bennett's Pit Bar-B-Que. We found it good for breakfast and dinner.

We had the Spitfire worked on – had the overdrive checked and found that it was low on oil; once that was added, OD worked fine.



We headed into the park again, traffic was pretty bad and there were long lines at several of the stops, but the views were great. We hiked to the top of Clingmans Dome, the highest point in the park.

View from the top of Clingmans Dome.



Cades Cove in RMNP

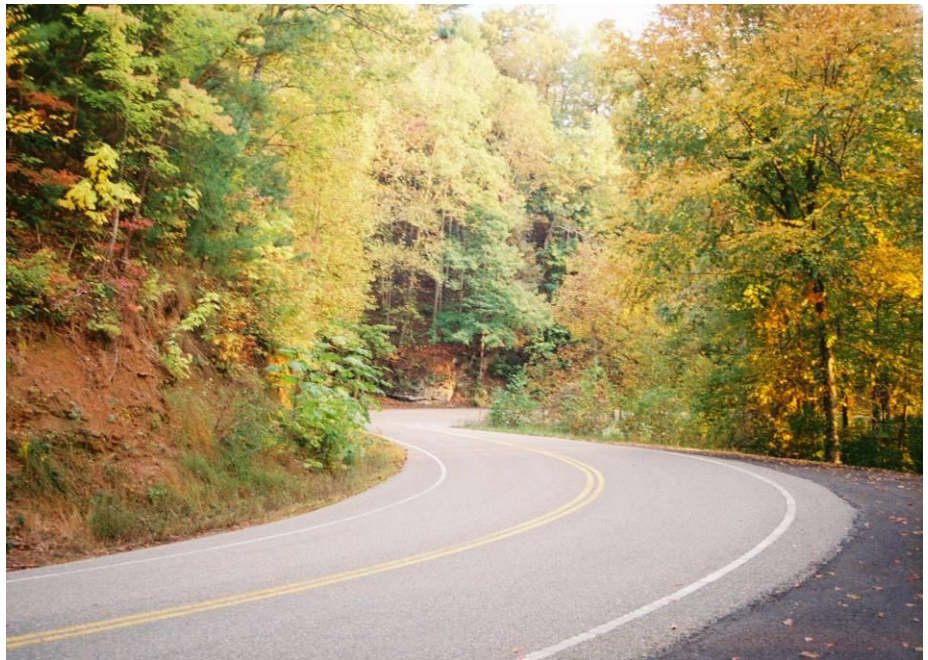
Then we drove on the Tail of the Dragon over to the town of

Cherokee, North Carolina. What a blast! 318 curves in 11 miles .

It's kind of like an outdoors Sadler's cart racing track with gorgeous views – for the passenger!

Days 5, 6 and 7

In Cherokee we went to the Museum of the Cherokee Indian (MCI) and the Cherokee Heritage Museum and Gallery which are right across the street from each other. We especially enjoyed the historic displays in MCI. Paul's Restaurant served excellent Indian Tacos, though the service was kind of slow.



Then we were on the road again to Charleston, SC and watched the odometer rollover to 00000 on the way.

We stayed in Mount Pleasant about one-half mile from the Yorktown aircraft carrier. You can walk all over the Yorktown through the engine room, galley, bakery, crew quarters, hanger, fight deck and bridge, down 6 levels if you can handle steep stairs.



We took a boat to Fort Sumter. Much of it has been redone, as the walls were largely demolished at the start of the Civil War. Major Robert Anderson moved his garrison from Fort Moultrie on the shore to Fort Sumter on an island, even though

Sumter was not yet finished. Moultrie was degraded to the point that cattle could wander in over the walls, so it was decided that it might not be a defensible position.

There were no casualties during the bombardment of Fort Sumter, but there were two Union soldier deaths during the surrender ceremony due to a cannon misfire. They decided to call the ceremonial “saluting” short.

Fort Moultrie was used from the Revolutionary War through World War II and is currently restored in a way to let visitors see features from several periods of the fort's history as they walk around.



In Charleston we went to a museum about the history of slaves in the U.S., that was in a building that had been a slave market. If you wander around downtown Charleston on a Saturday afternoon, make sure you have eaten first or have a vehicle handy. As we were hunting sustenance at 3 p.m. we discovered that many of the restaurants close at 2 then reopen at 5. We managed to find one before we collapsed from hunger that had not yet locked their doors before we stumbled in.

The next day it was on the road down the coast to Jekyll Island.

Days 8, 9, 10, 11, 12

The national 2010 Vintage Triumph Register Convention was held on Jekyll Island off the Georgia coast just above FL. There were a lot of events scheduled, but time was allowed to do some investigating of the area. There was a Funkhana where the driver was blindfolded for one-half the course. A Fun Rally took us off Jekyll Island and on to St. Simons Island trying to answer questions while not getting lost.

There was a Time Distance Speed Rally that fellow Kansans Cecil and Mia Wise won in the novice class. Tech Sessions about how to get more power out of your engine and how to improve your TR4-TR6 chassis were held.

There was a Le Mans Start contest that was done one car at a time. The car was parked on one side of the landing strip, with the door closed and engine off. The driver was positioned on the other side of the landing strip. As the driver ran for his car, the timer was started. The driver had to run across to his car, get in, buckle the seat belt, start the car and drive through the pylons that would stop the timer.



My one claim to fame in this event is that I got on the cover of “The Vintage Triumph” just by being there and waiting in line for my turn.

There was an autocross, that was fun, but it was also the sad part of the event. Cecil Wise rolled his Vitesse in his second run. Fortunately, he was not seriously injured. I took third in the modified Spitfire class.

A lot of interesting Triumphs were there: 1932 Southern Cross; 1949 2000 Roadster; 1977 Dolomite Sprint, 1960 Italia and of course the all the models of TRs, Spitfires, GT6s, Stags, etc. For those who

don't think you can travel far in LBCs, there was couple that drove their TR6 from California. It was great seeing them all on the field for the show.

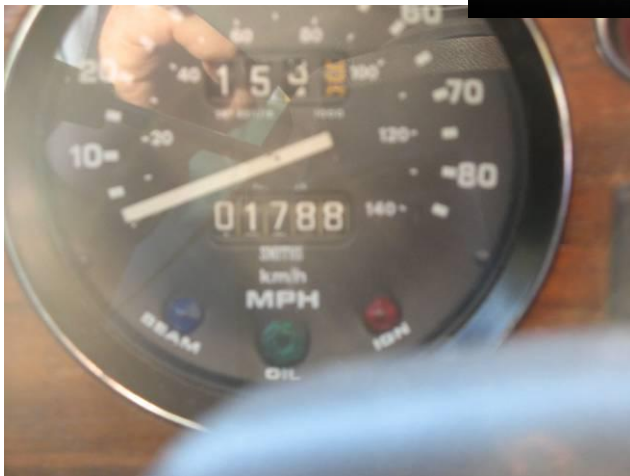
Days 13 and 14

The show was fun, but it was time to head back to Kansas.

Driving west through Georgia and Alabama, we kept seeing roadside stands, pickup trucks and car trunks with folks selling boiled peanuts and wondered what they were like. We found out when we stopped for a sandwich at a small barbecue restaurant that was also selling the peanuts. We asked about them and got a sample. A sample was more than enough. Boiled peanuts are soft and kind of slimy, so they are not at all what we normally associate with peanuts.

Our last day of driving was across Missouri which has some wonderful driving roads.

Ending mileage was 01,788.



States driven in were: Kansas, Missouri, Illinois, Kentucky, Tennessee, North Carolina, South Carolina, Georgia, Alabama, Mississippi and Arkansas.

Story and pictures by

Patricia Fischer and Roger Elliott, Triumph partners

WEDGE WORDS

Spring is just around the corner and even now the days are getting longer, the clocks have been sprung ahead and the squirrels in the oak trees are busy working to increase their numbers. The peak time for driving our cars topless is just almost here. Of course by that I mean the cars should be topless. If yours is a fixed head coupe then just do the best you can. Did you get all those Winter projects completed to improve your car and make it ready to hit the road? I had only a very short list and I have yet to really get started on it. The list is about the same as it was last year and a few years before that. And someday I am positive I will make progress on it.

Luckily my list doesn't include anything critical, just cosmetic. My car was never intended to be a concourse quality, trailer queen, trophy winning statue. It was built to drive and though I want it to look presentable I will drive it even on the occasional gravel road.

Once the salt got washed off the roads by the rain showers I took my TR8 out for a spin. It fired right up even though the gas in the tank was a couple months old. And the puddles of slippery stuff on the garage floor under the car were only of modest proportions. The transmission, as usual, refused to go into second gear till after I had driven a few miles. That synchro has been weak for as long as I have owned the car. And I know that if I switch to some thin lubricant it will work much better especially when cold. But then on hot summer days will it still do the job of protecting all those expensive spinning and sliding things inside the case? The car has plenty of torque so I don't really need second gear anyway and the rest work fine. Maybe I'll add a tranny rebuild to my Winter to do list.

I did notice a lack of smoothness just above idle as I backed out of the garage. And one thing on



my Winter list was to check and tweak the carb adjustment. So after my short errand running drive I popped open the bonnet and checked the carbs. Yep, both Zenith's were still there. I unscrewed the dampers and noted that when I lifted and then pressed them back down which will temporarily close the air piston, the idle speed reduced by the same amount for each. I'm too lazy to remove the air cleaners and get out my Unisyn to accurately check the air flow balance and this easy method showed that this idle adjustment was at least quite close. Next I angled the damper rod to one side and slightly lifted to raise the air piston. Zenith didn't provide a lifting pin like later SU's. The idle speed slightly increased as I lifted and then it dropped. Just like the book says it should do when the mixture is right. So no need to adjust that either. Next I looked at the complex linkage the TR8 uses to connect the throttle to the two carbs that face opposite directions. Lots of arms and legs and bell cranks and nearly all of them are adjustable. With much effort I managed to get a finger on each carb throttle shaft at the same time and then pulled the throttle cable. Sure enough, one moved just a bit before the other. I twisted an adjustment screw and tried again. Then I backed out that change and turned the screw the other way. That did the trick and a test drive showed I had achieved perfection or close enough. Someday I'll remove the air cleaners to be able to do a more precise test. Add that to my Winter list!

Steve Olson

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I'll buy the best entry a ticket in the two for one
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Smith Electric Tour

Susan Ray announced a tour of The Smith Electric Truck Plant at the March club night out, on March 4. Steve & Carol Olson, Steve Boyse and I made the tour. The only directions were to meet at building 2. After several tries we were told which was building 2 and admitted. The tour was organized by The Sierra Club. We were warmly welcomed, and after a group tree hug the tour proceeded.

Friday must be tour day, there were 3 different groups touring while we were there. Our group was led by the Warranty & Quality Manager; Tony had previously been a college professor. He said that normally he does not lead tours, but was very knowledgeable, and having been a teacher was very proficient at answering all questions. Tony had two helpers, one of his quality crew and a sales manager.

Having retired from Ford, and working the majority of the time in the truck portion of the plant I was anxious to see how Smith operated. At first glance there was no comparison, no



moving conveyor line with people crawling over the trucks; no overhead parts delivery lines feeding the main line. They have set up three construction lines, with the units being moved from work station by hand. They build three sizes of cab/chassis trucks. Each unit is built to

the customer's individual order. Frito Lay is their largest volume customer, and Southern California is the largest sales area. They have delivered 176 units since starting last year and now can build at least 10 units per week.

They purchase the frame and cab from a truck builder outside of Prague; who ships them to Smith in cargo containers; 3 frames/ container and 6 cabs/ container. The cabs are complete but they have to remove some of the wiring loom and add some brackets to meet US Standards. It was not clear, but appeared that the frames were received with the running gear installed, wheels tires, springs and axles. They have to remove the brake lines and replace them to meet US requirements. They build up the frame on the first assembly line. At the start of the second line the cab is installed on the frame by 3 people, it is a 2 man operation but they usually have 3 due to training. Each operator is trained on every job from start to finish.

In the battery assembly area; they build 3 different size battery packs. They have a 5 year warranty on the battery packs and 3 years on the truck. They say the life of the battery unit is 10 years, but they have only been in use for 6 years and are still going strong. When the battery pack is replaced the old units will be sold to utility companies to be used in off peak times to store energy and then discharged back into the grid during peak usage.

I could keep going, but checked on setting up a tour for our group. I want to thank Susan Ray for letting us in on the tour.

Jack

"Car of my dreams."



It has always been my lifelong dream to own a TR3. Many years ago I passed up the opportunity to buy one and I have regretted it ever since. One thing that my Dad and I have always shared is the love of cars. If Dad saw a car he like, he got it much to Mom's chagrin. Mom passed away in 2002 and in 2004 I became the primary caregiver to Dad after he was diagnosed with Alzheimer's. Memorial Day 2010 Dad passed away and left me enough money to buy the "car of my dreams." I began searching locally for a TR3 and found one. I went to look at it and fell in love. Somehow I struggled with the decision. Should I or shouldn't I? After all it's a lot of money and at 56 do I really need a toy? My wife, Barbara, was no help. Everytime I asked her what I should do, she responded, "I cannot tell you this is between you and your Dad." Why? Why...wouldn't she say what she thought? Why wouldn't she give me permission to be extravagant? Or at least say no so I could blame her.



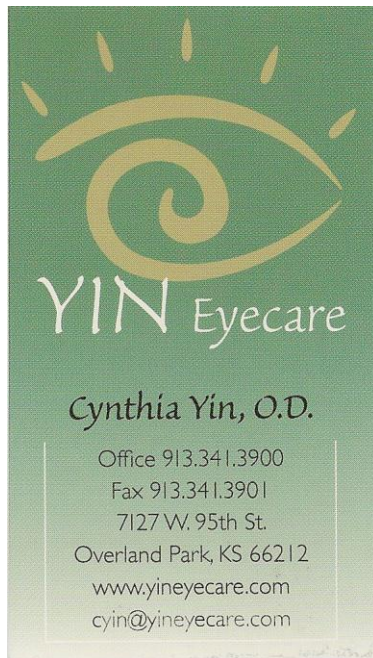
A week after I found the car of my dreams I still wrestled with my decision. Before leaving work I told my wife that I wanted to discuss buying the car. She said she would listen but that it still was 100% my decision. She had errands to run after work and an appointment with her hair stylist. Her appointment ran longer than expected so she called me and said she was bringing dinner home what did I want? We bantered back and forth finally deciding on Panda Express. Towards the end of dinner Barbara decided to read her fortune cookie. She read, "You will aspire to higher education." She said, "Okay such wisdom, now lets see what your fortune is." She opened the cookie read the slip, her jaw dropped open and she squealed then started laughing. She said "Wait 'til you read your fortune." I said yeah right like it's going to say go buy the TR3. She handed me the slip and written on it was "BUY THE RED CAR!" It was my turn to start laughing. It took us a while to stop laughing long enough to talk about it. We decided that I had to buy that car. I called the owner to see if it was still available and it was. Needless to say the next day I went and bought my dream car.

The TR3 is everything I ever dreamed it would be. I love the reactions people have when they see it, but I especially enjoy the way children respond. One particular 4 year old boy stood in the parking lot at the grocery store and just stared at it. He finally asked me if it was real. When I told him it was he looked at the car, and then at me again and said is it a toy? I responded, "It's a big boy toy!"

Now that the weather is getting warmer Barbara and I are looking forward to the many trips we will take. I've always named my cars and decided we needed to think of a suitable name. One morning when I woke I found that Barbara had named the car and

had placed a sign on my computer "Audrey the Garage Queen." We've been calling her that ever since. So if you are in the Liberty, MO area and happen to see the Squires' and "Audrey" I hope you'll honk and say hello.

Reid Squires



Anatoly Arutunoff in “Serious but stable condition”



Lest you hadn't heard, noted LBC racer, writer and founder of Hallet Motor Racing Circuit Anatoly —Toly|| Arutunoff was seriously injured in a hit-and-run accident near Amarillo, TX, on 8 February. Arutunoff, on his way to Las Vegas for an SCCA convention with his wife Karen, stopped in a snowstorm to assist a stranded driver. While he was pushing the stricken vehicle another car slid into him, amputating his right leg and shattering the left. The freezing weather prevented Arutunoff from bleeding out and a medevac helicopter transported him to a hospital in Tulsa, where he's recovering. Karen is updating friends on Toly's condition on her Facebook page. Arutunoff began racing with the likes of Dan Gurney, Carroll Shelby and Richie Ginther in 1957. He built the Hallet race track at Jennings, OK, in 1976. – reprinted from Exhaust Notes, Newsletter of the St Louis Triumph Owners Association . For an interview with Anatoly, go to <http://www.vintageracecar.com/pages/thismonth.cgi?magid=53&magiid=199>

DVD finds

David Grainger writes:

I had mentioned to you in an earlier email that I found a website with Triumph DVD's. <http://www.triumphdvd.co.uk/> I ordered the 2 disc set titled "Traditional Triumph TR" covering the Triumph TR series from the TR2 prototype to the TR6. The DVD's arrived today from England and I thought I'd send you a quick review in case you want to share the URL with the club.

I was a little worried when I placed the order because the DVD's are PAL formatted for England DVD players. Our DVD's and players are NTSC formatted. John Clancy the Producer assured me that the DVD's would play on any computer, so I placed my order of 19.99 GBP or \$31.66 USD and free shipping. The DVD's not only play on my computer, but they also play on a cheaper DVD player I have that plays both PAL and NTSC formatted discs. These DVD's are also Region free which increases the chances of them working on your DVD player.



The documentary has several great interviews with the engineers and designers that played a big role in the development of the Triumph TR chassis, bodies, engines, etc. They also talk to the son of Ken Richardson, Head of Competition at Standard-Triumph. The series not only covers the production models, but also the works race and rally cars. In the second disc the narrator visits Revington TR, the 2010 TR Register International Weekend show, the Triumph Marque Day 2010 show and interviews several people that worked at Standard-Triumph along with current car owners.

The 2 disc set is 3 hours long, nicely produced and fun to watch. I would recommend it to anyone who enjoys watching automotive shows. The site has other Triumph DVD's covering the TR7/TR8, Spitfire, Stag, Pre-War cars, and one on Standard sedans. These are the perfect medicine for cabin fever! Now I'm back to the garage to work on the TR4a IRS frame...

David Grainger



Nicholas-Beazley Aviation Museum



The Triumph Club will be visiting the Nicholas-Beazley Aviation Museum in Marshall, Mo. April 2, 2011. Plan to meet at the McDonalds on HWY 24 and 291 in Independence, Mo. at 9:30 AM. We have a scenic drive planned that includes a brief stop at Fort Osage.

So get your cars ready and hope for good weather. April 9 will be the rain date if needed. There will be a \$6 admission fee and lunch will be at Bloomfield Family Restaurant in Marshall. If you have any questions contact Richard & Ann Woody 816-628-4154

Frank Wright's Speech at the KC Triumphs Holiday Dinner.

For those of you who couldn't join us for the Kansas City Triumph Sports Car Club annual holiday dinner, here is the text of Frank Wright's inspiring speech:

Hi. We're Teresa and Frank Wright. Married 18 years with one son and one daughter. I use this computer to speak since ALS has taken away my speech. We're new members of your fine KC Triumphs club. We own a 59 T-R-3, a 49 M-G-T-C, and a 60 M-G-A. We first want to thank you for your donation to research for a cure for Lou Gehrig's disease. This is a little about our ALS experience, and a bit on what it's taught us.



I was the Manager of skilled trades and primary manufacturing at the John Deere factory North of De Moines; a factory with nearly 40 acres under roof. Deere builds Grain Drills, Self propelled Sprayers, Cotton Pickers, and Tillage equipment there. I oversaw a group of skilled trades Team Leaders and schedulers, who together directly supervised the electricians, plumbers, machine repairmen, and other trades that maintain the facility. I also had production team leaders reporting to me. They, in turn, supervised around 100 production workers. Those workers operated a variety of metal working machinery such as metal cutting lasers, machining centers and heat treating. I enjoyed my work completely. I have a wonderful wife and kids. I felt like I was sitting on top of the world, at least until the summer of 2008.

It was that summer that found me sitting in on a meeting one of my production team leaders was having with his crew. As the meeting was ending, I stepped up front to talk a bit about the upcoming production schedule and the impact that would have on the manpower in that department. As I was talking, I noticed that my speech began to sound thick and slurred. I wasn't sure if the men were picking up on it, but I certainly was. My speech was again normal as I talked to my supervisor, after the meeting. Unfortunately, as the summer went on, episodes of slurred, thick speech began to occur more frequently.

I didn't realize at the time, that my tongue was becoming progressively more paralyzed. And that paralysis was also already creeping into my breathing, and swallowing.

ALS starts like that. You might notice your hand feels strangely weak; you find you're having trouble twisting your car keys in the ignition. Or, you walk from an uncarpeted room into a carpeted one, and find yourself tripping on the edge of the carpet. Or, you're skiing with your family, and realize you're incapable of closing the snaps on your ski boots.

At this point in the disease, most of us still don't think these little difficulties mean very much. We go to our doctors, thinking that perhaps we've had a small stroke. We'll get a prescription, and move on. The doctor looks you over; he has you stick out your tongue. He watches your bare chest. Only later do you realize he was watching muscles twitching in your tongue and arms. These are the beginnings of paralysis. The muscle is twitching in a struggle to stay alive, but there'll be no more calls from the brain,

to that muscle. The line has gone dead. The motor neurons that carry signals from your brain to your voluntary muscles are dying, and have been for the last couple of years, you hadn't even noticed.

Either in this exam, or soon after, you first hear the words, ALS, or Lou Gehrig's disease. Even then, it doesn't fully process. On the drive home, it begins to sink in. You get home and Google ALS: Progressive paralysis, always fatal; 50% die after 3 years, 70% die after 5. Those living longer usually do so confined to a wheelchair, and breathing through a tracheotomy. You learn that the only drug the FDA has approved to treat ALS is one that extends life by only 3 months. You've had hair cuts last longer than that.

So, what do you do when you're faced with this disease? In the beginning, I was really angry. I couldn't believe I'd pulled the short straw, on a disease that only strikes 1 in 300,000. You cry; you aren't going to be around to spend those retirement years with your wife. And, as your speech goes, you know soon you won't be talking with your son anymore, or anyone else. No more fun teasing your wife. I took a medical leave, and then converted that to an early retirement when the opportunity came along.

After the anger, and grieving, at about 4 months, you start to accept the fact that you've been given your life's two-minute warning. You wouldn't have thought it possible before, but you begin to accept it. Mostly because it's undeniable.

So what do you do? In our case, it started with praying. First, for a different diagnosis, then later, for the courage to deal with the disease. I'm sure God understood my call for help.

As an engineer, I believe in science. And in this case, I was really hoping the science would come through for me. It soon became clear though, that research into Lou Gehrig's disease is moving at a glacial pace. I started looking for a clinical trial to get into. Taking an experimental drug may not cure the disease, but I felt it would at least introduce some uncertainty, into an otherwise all too certain outcome. Last November we did get enrolled in a drug trial, administered through the K-U Medical Center, here in Kansas City.

You look for ways to push out the thoughts about what the next months and years hold for you. Reading turned out to be a great tool for this. And in our case, I had the LBC's to tinker with. At the time of my diagnosis, I was in the middle of a project to convert our M-G-A to a 5 speed. After getting the diagnosis, I was so down; I stopped working on the car. Then, after a couple of months, the cloud began to lift. I started working on the MG again. And I found that not only was the project providing me with the chance to think about something other than "it". It also felt good to put each of the car's systems back in order, at a time when so much else in my life felt so out of order.

As the car neared completion, I had the idea that I wanted to take a cross country trip with Teresa in it. Teresa has an aunt and uncle living in Los Angeles, which we thought would make a great destination. Her aunt sent piles of cards wishing me well, and she was leading a prayer charge to save me from the disease. So, what better destination than Los Angeles? That became the plan.

Teresa then, in secret, also arranged quite a surprise for me in California. After we agreed on the cross country trip, Teresa wrote a letter to Jay Leno, explaining that I was a car nut, like him. In the letter, she asked if it might be possible to visit his garage when we got to LA. She also mentioned we would be making the trip to California in a 1960 MGA. Her letter struck Jay at some level, because within a week he called her back. Personally, in fact. She missed his first two calls, so imagine her surprise when she

heard Jay's voice in a phone message, asking her to call him back. She did, and explained our plan to drive an MGA to LA, later in the summer. Jay said he certainly did want us to visit him, and offered a visit to his garage, as well as to his show.

Last June we set out, our tiny trunk jammed full of tools, soft bags of luggage, and a cooler containing dry ice and the frozen trial drug.

We sailed across the rolling grasslands of northern Kansas, the eastern flatlands of Colorado, and over the Rockies to their Western Slope. The drive on the West side of the Rockies from Montrose south to Durango was one of the best roads on the trip. The lightly travelled two lane black top climbed and dipped through mountain towns, scented pine forest, and cool snow fields. We were grinning happily; this was the kind of day we had hoped for when we planned the trip.

Later, we drove across the Navaho Indian reservation in northern Arizona, a desert of baked red dirt, sand and scrub. I watched the water temperature gauge creep up to 200 degrees. The radiator was struggling to cool the engine in the 105 degree air. Our sandaled toes stung in the burning hot air, blowing from the under dash vent. The landscape was punctuated with sandstone outcroppings, and cut through with sharp sided gullies, dry and stony. Looking at the miles of baked, scorched space, stretching off into the hazy horizon, I thought about the guts it would take for an immigrant to set out across that godforsaken country with nothing but a jug of water and the clothes they had on.

After two days of desert driving, we finally rolled down off the high plain into LA. The air cooled for the first time since we left Colorado, and felt perfect.



After visiting Teresa's aunt and uncle, we made a morning test trip to the address Jay's assistant had given us for Jay's garage, on the condition that we never, ever, reveal it. Ever. So, we headed north on the freeway toward the address we'd been given. Or was it east? I can't remember. As soon as you enter any freeway through LA, you quickly realize first gear, and occasionally second, is all

you're going to need. At this point I really started watching the temp gauge again. Breaking down in this slow moving used car lot, would be as bad as coasting to the side of the road, back in the Indian reservation.

We didn't boil over, and finally pulled up outside the locked gates of Jay's garage, a nondescript warehouse complex. A 90's vintage police car sat parked just inside the gate, unmanned. But the message

was clear: Enter this complex without permission and meet the security lasers, set to detect, and then, burn. Don't try it. We didn't.

The next day we returned, and were met out front by Jay's head mechanic, on his golf cart. He invited us aboard, and immediately began driving us through the warehouse complex, quaintly called a garage. Unfortunately, no photography is allowed in the garage. It was filled with over 120 vintage cars and motorcycles. Our mechanic guide narrated a short background story about the cars and bikes as we rolled by them. We saw an unrestored silver Mercedes 300SL, wearing Pan-American race markings, sitting shoulder to shoulder with an orange McLaren SVR, next to an original Ford GT race car, next to a Bugatti Veyron. We saw Jay's first car, the 1955 Buick he used as both car and home when he first came to California as a beginning comic; it was now perfectly restored. We saw the 1966 Olds Toronado his mechanics had converted to 1000 horsepower rear wheel drive monster. Standing there looking at it, I still didn't get it. But I also knew that at some level, it worked for Jay, which was all that mattered. Most of the cars are unrestored, looking just as he bought them, most in very fine condition. Tucked in among the Jaguar one 20 and one 50 sat a very clean Signal Red TR3. I pointed at it, and smiled at Teresa. In addition to the car collection we saw, row after row of Vincent, Norton, BSA, Triumph, Indian, and other vintage bikes.

But our guide saved the best, for last. We were ushered into what looked like a wood paneled, high-ceilinged, mead hall. This is where the best cars are kept. These weren't cars of the people. These were cars of people who had people. Massive, dark and imperious, Duisenberg, Daimler and, Bentley sedans sat silently along one wall. The opposite wall held the more delicately boned Bugatti and Stutz sports cars. The walls are lined with period advertising posters for the cars on display, reproduced in massive 10 and 12 foot high renderings. One Bugatti poster showed Jay and his wife in the car. Among the trophy cars sat a violet blue Bugatti sports car that had been owned by Charles Howard, the San Francisco Buick dealer, who had owned, and campaigned, the race horse Sea Biscuit. In the corner, in a position of special honor, sat a sensuous, blue Bugatti 37C coupe, with its outrageous riveted fin, slicing down the spine of its roof and back. That was the end of the tour. It had been an incredible display of homage, to inspired driving machines.

Our 15 year old son, Nolan, had joined us in California, and took Teresa's place beside me for the trip back home. We struggled north through the LA freeway one last time, then broke out onto Highway 101, and up the California Coast. We were taking a northern route back, to experience highway 101 in an open sports car, and to avoid another drive through the desert.

Highway 101 is, as you know, a great driver's road, hugging the California coastline. Traffic was light; most of the locals use the inland interstate route to save time. Groups of bicyclists streamed by us. The highway, in addition to offering a beautiful driving experience, holds other surprises. We pulled off into a scenic overlook. Blue green ocean waves smashed into the rocks below; foam from the collisions sprayed up. Massive elephant seals lounged on the shore and wallowed lazily in the surf, grunting loudly. The younger seals play-fought by facing off, then trying to rise higher from the water than their opponent; grunting and snapping at each other. It seemed like rank was based on bulk, and the length of their snout.

We made it to Lake Tahoe, and laid up for a couple of days to enjoy the Lake and area, in one of the many waterfront rentals available. Lake Tahoe was greener than I expected, but still amazingly clear. It's


surrounded by forested mountainside on its North and west side. Reno sits on the East shore. They have a terrific paddle wheeler to tour the lake, and explore its beautiful coves.

We pushed on to Utah and the Bonneville Salt Flats. I got some cool pictures of my son and our Black MG silhouetted against the brilliant white salt flat. Anyone can drive on the flats, but we still had far to go to get back home, so I decided not to put the M-G through a speed trial. We got a kick out of watching an SUV driver take off across the lake bed, flat out.


From there we crossed back through northern Colorado, Nebraska, and onto Iowa. As we crossed into Iowa, late on a sunlit afternoon, my son pulled out the Garmin and brought up a screen displaying our actual speed in large font. The car's speedometer had read incorrectly, since I had installed the 5 speed. As we roared down I-80, top down, tee shirts flapping in the wind, I could see we were clipping along at 80 miles per hour. The engine sang as sweetly as the day we left. The rolling farm fields and marbled blue sky felt better than any scene we had driven, in the three weeks we had just spent on the road.

This trip reaffirmed for me, how terrific sharing an experience like this with your loved ones can be. I'm delighted that the hobby I've had all my life, tinkering with Little British Cars, has proven to be so therapeutic; it gives me a chance to get my mind off the disease. Nothing makes life's experiences seem so absolutely sweet, as when you learn you're about to lose them. I find myself thinking: heaven can wait. I like it here. Thank you. Merry Christmas.

Teresa and Frank Wright



HARVESTERS



Forks & Corks


Forks & Corks tickets are on sale now!

Forks & Corks brings together Kansas City's top restaurants and beverage purveyors--all in one evening, all under one roof. If you haven't purchased your tickets for Forks & Corks, Kansas City's premier food and wine tasting event, now is your chance! Forks & Corks is Thursday, April 28 from 6:30 to 9:30 p.m. in the Grand Ballroom of the Kansas City Convention Center. While you sample the finest food and beverages our area has to offer, you will be helping those in need. One hundred percent of Forks & Corks ticket proceeds help Harvesters feed the hungry. Last year, Forks & Corks provided more than one million meals. Join us to eat, drink and feed many. Purchase your Forks & Corks tickets and valet passes today. Look for Forks & Corks updates on Facebook!

Hard Times Generation

It is estimated that the poverty rate for children in this country will soon reach 25 percent. See the CBS News 60 Minutes report Homeless children: the hard times generation.

816.929.3000
www.harvesters.org



KANSAS CITY TRIUMPHS SPORTS CAR CLUB MEETING MINUTES

February 3, 2011, 5:30 pm

Location:

Birdies Pub, Overland Park, KS

Attendees:

Jack Edwards, Ed Blend, Bob Aguilar, Paul McBride, Garry Davis, Steve Boyce, Chip Kiger

Old Business:

1. **Secretary/Treasurer's Report:** January 31st, 2011 Treasurer Report and January 6th meeting minutes were presented. Both were approved by the board. Bob presented the 2011 Budget to Board members. 2011 Budget was developed from 2010 income and expenses. 2011 Budget approved.
2. **2011 Planning Meeting (Events Scheduling):** Tabled for separate Board Meeting scheduled for February 16th, 2011 at Birdies.
3. **Constitution & By-Laws (Revised as approved & voted on):** Jack sent out to Board for review. Then sent to membership. Chip will also post on website. Copy of each is attached for the record.

New Business:

1. **Newsletter (Send to all members including previous non-paying):**
 - a. Discussion as to continue sending newsletter to non-paying members resulted in the following: Yes, keep sending to all, but in email transmitting newsletter add a text line asking recipient if they want to keep receiving the newsletter. If they no longer want to receive then reply appropriately. Also, in the newsletter remind members that a benefit of being a member is the 10% discount at Victoria British and free dinners at our BBQs. If non members attend these events, then they will have to pay.
 - b. Chip will be sending out invoices to advertisers. Bob informed Chip that Foreign Car Enterprise had already sent in their dues for 2011. (Note: On further check Foreign Car has not paid as of 2/12/11, Bob).
 - c. Jacks informed Board that his grandson is developing a new banner for the newsletter.
2. **Roster (2011 Current Members, Bob Aguilar):** Bob working on new roster. Was waiting to see if there were any more renewal or new members joining at or shortly after the planning meeting. Bob reminded the Board he will be printing the Directory and putting it in a PDF file. Conversion to PDF by Office Max. He will then email out to members to help save in postage.

Meeting was adjourned about 6:30PM

Bob Aguilar

Secretary/Treasurer




Harvesters, March 8, 2011

Five member of the Keller Williams Southland Office joined ten Triumph Club Members at Harvesters and sorted donated foods into different groups. This is the same project we have done the last 2 times. We are getting quite proficient at it. The last time we had our aisle completely done, when we finished this time there were as many boxes to sort as we started with. They kept taking our empties away and replacing them. It was hard to see that we had accomplished anything.

The boxes are 4'X4'X4' and filled with the sacks of donations from grocery stores. There is a wide assortment of items donated. Some that we had not encountered before were coconut milk; rice noodles; bamboo shoots and some others we had a hard time identifying. There was a lot of Valentine candy.

Our next trip to Harvester is Saturday, July 9, From 10 AM until 12 PM. I hope you join us in the fun. We will go out afterwards for lunch. They point out in their letter to us that if each volunteer would bring one can of food; it would increase donations by over 2,000 pounds a month.

Jack



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British Motoring Club New Orleans

21th Annual British Car Day

Saturday, March 19, 2011

**At Delgado Community College
City Park Campus**

(Orleans Avenue between City Park Ave & Navarre Ave)

On-Site Registration: 9am to noon

Show: Noon to 3 pm

Awards at 4 pm

All British Cars & Bikes Invited

Spectators Welcome

(No charge for spectators!)

For more information contact:

Rick Huber (225) 926-6946

Karen Murray (504) 236-7509

Cathy Greensfelder cgreensf@cox.net

Visit our web site: www.bmcno.org

Host Hotel: Hampton Inn – Elmwood

5150 Mounes Avenue, Harahan, LA 70123 (800) 426-7866 / (504) 733-5646

(Ask for special BMCNO \$99 rate, code "BMC", available until 2/26/2011)

Advertising Rates

Support The Kansas City Triumphs by advertising to a dedicated group of enthusiasts. Advertising is billed annual and prorated through the year

\$80/year 1/2 page

\$40/year ¼ page

\$30 for a business card

Contact Ckigar@hexnut.us!

ACCKC:

The Mid America Cobra Club (MACC) is again inviting specific ACCKC clubs to participate in a cruise through the back roads on Saturday, May 14th, 2011. We are meeting at 10:00 AM at the old Longview Nursery located at 11801 East Bannister Road where there is ample parking and restroom facility's



The Shelby Cobra was based on a chassis from the British specialist car maker AC Cars Group Ltd. While this is a AC, it isn't the same car as a Cobra!

available (just East of the intersection at Raytown Road and Bannister Road). We will have a Cobra parked along Bannister at the entrance to our meeting place.

We will depart on the road trip at 10:30 AM. We have made similar trips within the last several years with approximately 40 sports/vintage type cars and sixty some folks, enjoying the company of others that share a passion for unique automobiles.

This year we are expanding the length of the road trip to approximately 100 miles, attempting to minimize the stop lights and stop signs encountered last year, and ending the trip at a park / shelter house facility where we can all eat together and enjoy looking at and talking about our

rides. There will be several opportunities for fuel and / or bathroom breaks along the way as we will be traveling through several small towns which have convenience stores. In addition, there is no rush in getting to the park at the end of the cruise. We will be heading an Easterly direction from Longview and then head North / Northwest on country roads but remaining in Missouri. We plan a route (that will be distributed prior to starting the cruise) which will circle back towards the city to minimize the distances others may have to travel from the park when we all head for home. This year each participant is responsible in bringing their own food / drinks to be enjoyed at the end of the cruise as was done with the Triumph club last Fall when the MACC joined them in a similar trip to Lake Garnett.

For 2011, due to ending at a city / county park, we have expanded our invitation to include fourteen clubs being British and Ford based sports / vintage car clubs: MG/All British club, Jaguar and Austin Healey clubs, Mid America and Vintage Mustang clubs, MGA/All British club, Triumph club, Lotus Owners Assoc. Lawrence All British club, Ford Falcon, Heart of America Thunderbirds, Heartland Vintage and Vintage Thunderbird clubs, and of course members of the Mid America Cobra Club. We hope some of your club members will join us on that date. It should be another fun road trip.

Larry Trout

2011 Calendar

EVENT	CONTACT	E Mail	DATES	
TWA Museum	Ed Blend	edblend@sbcglobal.net	3/19/2011	
Windmill/Solar Panels	Cynthia Yin	c.yin2020@yahoo.com	3/31/2011	
Opie Chicken Run			4/16/2011	
South Central Reg@NEU Bronfils, TX			4/28/2011	5/1/2011
Spring Tune Up	Gary Perry/Steve Boyse	genobuf@aol.com	4/30/2011	
Kids Drive (May)	John Maas	jnmaas@sbcglobal.net	5/7/2011	
Drive w/Cobras			5/14/2011	
Perkins Restaurant, dinner, Oceola, MO	Larry Birks	brgtr3@embarqmail.com	5/21/2011	tentative
Hearland Show at Overland Park, KS			6/3/2011	6/4/2011
Powell Gardens	Sandy Boyse/John Maas	jnmaas@sbcglobal.net	6/12/2011	
KC Art Institution Car Show			6/26/2011	
Drive In	Steve Boyse	genobuf@aol.com	7/9/2011	
Carthage Car Show			7/22/2011	7/23/2011
Holyfield Winery (Friday night Jazz)	Larry Taylor	larry@taylorgroupcpa.com	7/29/2011	
VTR@Breckenridge, CO			8/17/2011	8/21/2011
All British			9/3/2011	9/4/2011
Overton BBQ	Ray & Barb Overton	roverton@kc.rr.com	9/10/2011	
Balloon Fest (9/11/11)	Kent Egy		9/11/2011	
Fayetteville Car Show			9/23/2011	9/24/2011
Chili Supper (10/29/11)	Woody & Holly	wunderwood@kc.rr.com	10/29/2011	
Pyro Night			11/5/2011	
WW I Museum Tour	Ed Blend	edblend@sbcglobal.net	11/12/2011	
Christmas Dinner	Ed Blend/Cynthia Yin	edblend@sbcglobal.net c.yin2020@yahoo.com	12/10/2011	
Planning Meeting (1/14/12)	Board		1/14/2012	
Dawn Patrol	Jack Edwards	jackhedwards@gmail.com	tbd	
Armacost (Studebaker)	John Maas	jnmaas@sbcglobal.net	tbd	
Rochepoint	Jack Edwards	jackhedwards@gmail.com	tbd	
Lake Garnet	Steve Boyse	genobuf@aol.com	tbd	

DO YOU LIKE
TRIUMPHS?
JOIN THE
KANSAS CITY TRIUMPHS
SPORTS CAR CLUB!

Club Director

Jack Edwards

jackhedwards@gmail.com

816/348-0773

The Kansas City Triumphs sports Car Club is dedicated to the preservation and restoration of Triumph sports cars. We are also a social club made up of approximately 100 fellow TR enthusiasts from all over the Midwest. The club hosts monthly gatherings, driving events, and technical sessions giving you many opportunities to enjoy your Triumph and others. We publish a bimonthly newsletter, which you will receive upon joining the club. Also look for club events listed in the .Fun on Wheels. column in the automotive section of the Kansas City Star. In addition, all club members receive a 10% discount on parts from Victoria British.

Don't have a Triumph or your car or cycle is not a showstopper? Don't worry . we welcome all Triumph enthusiasts!

To join, complete the application and mail with \$30.00 check (annual dues starting Sept. 1 eachyear) payable to .Kansas City Triumphs. to:

Robert Aguilar, Sec.-Treasurer.

12713 W 119th Terr

Overland Park, Ks. 66213

913/681-3202

Rgaguilar@aol.com

Name
Spouse
Address
City, St Zip
Phone ()
E-Mail
Car Information
Year Model Commission #

Add additional cars or cycles on the back. We look forward to seeing you!